

The

Dong

Hong

Daily

Press.

No. 4152

廿五日正唐

年未辛

HONGKONG, SATURDAY, 26TH FEBRUARY, 1871.

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PRICE \$21 P.M. LONTH.

Arrivals.

Feb. 24. ADMIRAL, Amer, by line, 260, Smith, Burrowes, Inglis, Victoria, and the London, December 19th, London, Orr, & Co.

Feb. 24. TRAVAS, Brit. ship, 873, Dowd, Shanghai, 21st February, Ballast.

John E. & Co.

Feb. 24. H.M. g.s. ORCHARD, Lieut. Comdr. John Hope, from Canton 24th February.

Departures.

Feb. 24. DANTRE, str. for Canton.

Feb. 24. LOUHA, str. for Tientsin.

Feb. 24. SANTA LUISA, str. for Manila.

Feb. 25. MARINA, str. for Yokohama.

Feb. 25. MALACCA, str. for Shanghai.

Clearances.

AT THE HARBOUR MASTERS OFFICE,
24TH FEBRUARY.

Sumatra, for San Francisco.

Gavota, for Whampoa.

Passengers.

None.

Reports.

The American brigantine Admiral reports left Victoria on December 19th, and carried baling wind from S. and W. until abreast of San Francisco, then winds from the compass until the 21st, when force 6, from the E., which attempted to carry the ship to the trade, made the weather on the 22nd parallel, but found it more profitable to go down between the 18th and 19th, then light winds between N.E. and E. sighted Balangtang on the 21st, then equally weather with rain and very threatening appearance; 63 days out.

The British ship Triton reports discharged pilot at noon of the Saddle, had fresh monsoon and heavy weather throughout.

The British 3-masted schooner Amphitrite reports left Sydney on January 5th; had light Northerly winds for the most part to the Equator, which was crossed on Feb. 21st, in long. 160° E., then light S.W. monsoon, moderate winds, averaging about E.N.E., but occasionally E., passed on the 10th; had moderate breezes until the Babee Channel was entered on the 15th, with a strong gale, many squalls, and thick weather and heavy sea; made Piedra Branca on the 22nd at 6.30; anchored in Hongkong at 9 p.m.; 48 days out.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel. From. Dates.

Fetish. Hamburg. Apr. 10.

Turandot. Hamburg. Apr. 10.

Balkan. Shields. May 8.

Malacca. Shields. May 10.

Malacca. Shields. May 12.

Malacca. Shields. May 14.

Malacca. Shields. May 16.

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NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1870. Price 10s.
Apply at the Daily Press Office,
Hongkong, 1st February, 1871.The delivery of the Daily Press is now effected
on the 1st of every month, 1010a, and the last news
is sent to the office at 1035.

The Daily Press

HONGKONG, FEBRUARY 25TH, 1871.

The *Globe* throws out a practical suggestion with regard to the *Chung How* Embassy. It proposes that the Home Government should not go further than allowing him to be received at the Foreign Office, and should not permit his being presented to the Queen as Ambassador. The suggestion comes somewhat strangely, as the idea of *Chung How* being received at all has been so foreign to the minds of most residents in China, that they have scarcely thought of the contingency of a man being presented to the Sovereigns of Europe, who has not cleared himself from the charge of being implicated in the foulest outrage that has disgraced the page of history since the days of the *Cawnpore*, *Massacre*. Yet when the subject is thought of such a contingency is not by any means impossible, and if *Chung How* be presented to Her Majesty, it is to be hoped that he will carefully wash his hands before the ceremony; and that he may be more successful than *Lady Macbeth* in clearing off such foul spots as should not be on a hand presented to a civilized sovereign. The incongruity of presenting such a man as *Chung How* as a glaror to attract attention at home; and it may be hoped that the discussion which has been elicited will prevent this blunder being made. But in a certain way, it would be a less serious error than has already been committed in this direction. While the representatives of civilized nations are refused an audience of His Celestial Majesty, any Chinese nobodies are considered good enough to present to European Sovereigns. This course of action can only confirm the Chinese in their conceit and arrogance, and put off indefinitely all hope of dealing with them upon a footing of national equality. *Chung How* is at all events an official of some standing, and in this respect he is more suitable to be received than their Excellencies *Sun* and *Chu*, who accompanied the *Bun-Lang-San* Mission. But it would be a simple scandal that he should be presented at Court before he has thoroughly cleared himself from the imputation which now hangs over him of being implicated in the *Tientsin Massacre*.

The plan that is hinted at by the *Globe*, however, is worthy of consideration in regard to its general applicability as well as in so far as it bears upon the present case. If the Foreign Ministers in China are only received by the Head of the Chinese Foreign Office, it is surely as much as can be expected for European nations to accord the same courtesy, and to receive the Envoy from China only at the Office for Foreign Affairs. To go further than this is to admit that China has the right to claim a superiority over all other nations. It will be undoubtedly so viewed by the Chinese themselves, and this is the all important point. We are, in fact, doing our utmost to raise up difficulties in China, and to render the results of past wars treacherous and negotiations completely negatory by ourselves encouraging the very ideas of exclusiveness and arrogance which stand in the way of all progress and advancement in the Celestial Empire.

The Review of Dr. *Thorn's* pamphlet, which is extracted elsewhere from the *Pal-Mai Gazette*, proves we were correct in surmising that the effects of his overstating the case which actually exists, would prove highly detrimental by opening the door to a wholesale denunciation in the home papers, of the views advanced by foreigners in this country, upon the China question. Dr. *Thorn* has not only enunciated opinions which are far more arbitrary in their bearing than any which sensible men in China would for a moment think of upholding, but he has, committed probably the greatest error that a public writer or speaker can commit, in entirely overlooking the sentiments of his audience, even in those parts of his pamphlet which are founded upon sound views. What may be very well in a China newspaper, like the *Evening Courier* of Shanghai, avowedly representing the views merely of a small clique, is utterly unsuited to the public in Europe, or even to the generality of people out here; and it is merely to be regretted that the crudest and least weighty exposition of affairs in this country seems to be where which has attracted most attention at home, where it is unfortunately assumed that Dr. *Thorn's* ideas and opinions are a fair sample of those entertained by the whole public and Press in China.

A DECISION of some interest was given recently by Judge *BALL* in the Summary Court, in the case of *No-Tze-Wo v. DRAKE*. The facts as summarised in the judgment were as follows.—The Plaintiff, *No-Tze-Wo*, took a passage in the vessel from Shanghai to Hongkong and arrived here at 6 o'clock on the morning of the 20th of November, accompanied by his wife, a child, and a considerable quantity of luggage. There was a comrade on board, whose duty it was to attend to the Chinese passengers, of whom there were over a hundred. When the vessel was abreast of the Canton Wharf, the defendant dropped anchor, for the purpose of swinging the vessel round and reaching the buoy. After the anchor was let go the gangways were opened for the purpose of passengers disembarking from the vessel, and were again closed. Between the time when the gangways were closed, some passengers left the ship without permission. Whilst the anchor was down, the plaintiff had time to call a boat, to bargain with the boat people, to go down the gangway, the usual mode of quitting the ship, to get into the boat, to put his wife and child into it, and to have put therein eight large boxes and several packages. The boat was in the act of getting away from the steamer, when the anchor, which was being raised by a steam captain, appeared in sight, and the Captain telegraphed to the Engine-room to put the vessel in motion. The vessel steamed ahead accordingly, and the boat in which the plaintiff was, was capsized, and he and his wife and child together with his baggage, were thrown into

the water, and the action was brought to recover the damage thus sustained.

It is quite possible that the Plaintiff was not altogether free from blame, but this point is unfortunately not clear. The judgment in one part says that there is no evidence as to who opened the gangway, when the Plaintiff left, and further on, states that the carpenter declares he opened it and warned Defendant not to go. In this there is an inconsistency, and what the matter amounts to is that the Court considered the evidence of that carpenter to be unsatisfactory or unworthy of credence. If the view taken by Judge *BALL* of this portion of the evidence is correct, the case is perfectly clear; as it would be an undoubted dereliction of duty for the plaintiff to have not been taken to the Summary Court, and the court should be held responsible for the want of ignorant native passengers leaving the vessel while there was a chance of the wheel being put in motion. At the same time, it is open to question whether more importance should not have been attached to the evidence of the carpenter, seeing that it was the only testimony on a question of some importance in the case. We allude to this point, however, only to notice again the inconvenience which arises from the absence of any arrangements in the Summary Court for a Jury, as it is quite possible that a Jury or Assessors arrived at the trial, a different opinion might have been entertained on the subject.

Upon the broad merits of the case, however, there can be very little doubt that the decision of the Court is substantially correct, as, whatever was the cause of the damage being in close proximity to the steamer, it cannot be but considered the duty of the captain of a steamer, before giving the order to get the vessel under weigh, to ascertain that there are no small craft about. The probability in any case is so great in favour of there being a number of sampans in close proximity to any vessel that has just arrived, that to moor the steamer, without seeing beforehand that everything is clear cannot be looked upon otherwise than as an act of carelessness. The decision given by Judge *PRATT* practically amounts to the assertion of this principle, and it will be well for masters of vessels to be aware of the responsibility which rests upon them, and the necessity for taking due precautions to ascertain that all is clear before giving the order that the wheel be put in motion. 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